With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Established

Vol. XXXII. No. 4022. 競九十月五年大十七百八平一英

HONGKONG, FRIDAY, MAY 19, 1876.

日六十月四年子丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAB, 8, Clement's Lane, Lombard Street. George Street, 30, Cornhill. GORDON & GOTCH, 121, Holborn Hill, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. NEW YORK :- ANDREW WIND, 188, Nos-

sau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND: -GORDON & GOTCH, Mel bourne and Sydney.

SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-

CHINA: - Senatoro, QUELOH & CAMPBELL Amoy, GILES & Co. Foochow, HEDGE & Co. Shanghai, LANE, CHAWFORD & Co., and KELLY & Co. Manila, C. HEINSZEN & Co. Macao, L. A. DA

Banks,

COMPTOIR D'ESCOMPTE DE PARIS

KCORPORATED BY WATIONAL DECREES OF 7TH AND STH MARCH, 1848. -a n d-1

BY IMPERIAL DECREES OF 25TH JULY, 1854, AND SIST DECEMBER, 1866. Recognised by the

INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 8,200,000 RESERVE FUND,.....20,000,000

HEAD OFFICE.-14, Rue Bergère, Paris. LONDON AGENCY. -- 144, Leadenhall St. E.O. AGENCIES. - At. Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (ile de la Reunion,) Hongkong, Shanghai and Yokohama. LONDON BANKERS. - Bank of England Union Bank of London,

> HONGKONG AGENCY. INTEBRST ALLOWED

N Current Deposit Account at the rate of 2 per cent, per annum on the Deposits at rates which may be ascertained at the offices. CHR. DE GUIGNÉ,

Manager. Offices in Hongkong: Bank Buildings,

Queen's Road, Hongkong, May 14, 1875. IONGKONG & SHANGHAI BANK.

ING CORPORATION. PAID-UP CAPITAL, ...5,000,000 Dollars.

RESERVE FUND, 100,000 Dollars. COURT OF DIRECTORS.

Chairman-E. R. BELILIOS, Esq. Deputy Chairman-AD. ANDRE, Esq. S. W. Pomerov, Esq. J. F. CORDES, Esq. F. D. SASSOON, Esq. H. Hoppius, Esq. A. MCIVER, Esq.

CHIEF MANAGEB. James Greig, Esq. Hongkong, . . Manager.

EWEN CAMERON, Esq. LONDOF BANKERS. - London and County

HONGKONG.

INTEREST ALLOWED N Current Deposit Accounts at the rate of 1 per cent. perannum on the daily On Fixed Deposits :-

For 3 months, 2 percent, per annum. 4 percent. b percent,

LOCAL BILLS DISCOURTED. Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. JAMES GREIG,

Chief Manager. Offices of the Corporation, No. 1, Queen's Road Bast. Hongkong, February 17, 1876.

ON SALE.

CHINESE READER'S MANUAL.

HANDBOOK of Blographical, His torical, Mythological and General Literary Reference,

> WILLIAM FREDERICK MAYERS. Price: \$8.

Shanghai, & Co. Hengkong, Opina Main' Onnion,

Notices of Firms.

NOTICE TALE have authorized Mr Hugo Lubbes to sign our Firm at Foochow per Chs. procuration. SIEMSSEN & Co.

Hongkong, May 15, 1876.

NOTICE.

Hongkong, January 1, 1876.

Have this day authorized Mr J. Y. V. SHAW to sign my name per produra-A. MAGG. HEATON.

NOTICE.

THE Undersigned have entered into Copartnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS. E. O. RAY.

Bank Buildings, Hongkong, February 8, 1876.

NOTICE.

WATE have Established branches of qui Firm at Haiphong and Hanoi. Mr H. CONSTANTIN is authorised to sign by procuration in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

NOTICE. HE Interest and Responsibility of Mr. J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & Co.

MEYER, ALABOR & Co. Hongkong, April 29, 1876.

NOTICE.

THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER R. H. CAIRNS.

1, Club Chambers, Hongkong, April 20, 1876.

For Sale.

CAYLE & Co. have opened their first delivery of New | monthly minimum balances, and on Fixed Goods for the coming Season, to which they invite special atten-

and Children's Readymade_Costumes_in a_variety of

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliante and Muslin.

French Toilet Jackets. Cam bric Richly Embroidered

Large Assortment of Dress Materials in all the newest

designs. French Millinery of the latest

fashions.

Boys' Holland Suits & Pinafores. Ladies' Underclothing.

Ladies' and Children's Boots and

A fresh supply of the "Little Wanzer" Sewing Machines. Agents for Hongkong.

SAYLE & Co., VICTORIA EXCHANGE. Queen's Road & Stanley Street.

JUST RECEIVED PER S. S. AMAZONE RUYERE and Gondat OHEESE, and ing, Labor, Felt, Pitch, Tar and Oakum,

CAVIARE. Fine Lyon and Bologne SAUSAGES. French APPLES and LEMONS. NOUGAT from Montelimart. French GEELES assorted, extra fine. CHERRIES, APRICOTS, PRUNES, PEARS, and FIGS in SYRUP. CHOCOLAT MENIER & SUCHART. French and German Preserved VEGET.

ABLES. Oppenhagen BUTTER extra fine. SALAD OIL, 1st quality. French CIGARETTES assorted.

BENDICHT W. & Co., D'Aquilar Street. Hongkong, May 16, 1876.

intimations.

THE GREAT NORTHERN TELE-GRAPH CCMPANY.

TARUM the Twentieth of May and until leave Amor for Foothow at 1.80 p.m., instead of at the time praviously actified. CARL CHR. BOJESEN,

Acting Superintendent. Hongkong, May 18, 1876.

Intimations

· HONGKONG.

WATCHMAKERS & JEWELLERS, 38, Queen's Road, NAUTICAL INSTRUMENTS,

CHRONOMETERS, &c., & dro., Carefully Repaired, Cleaned and accurately

All Repairs in the above line done at reasonable rates and with despatch: Hongkong, May 1, 1876.

THE MEDICAL HALL, 37. Queen's Road, Hongkong. ESTABLISHED 1863.

TH. KOFFER, - Proprietor. Hongkong, April 28, 1876.

> AH YON COMPRADORE AND STEVEDORE,

No. 57, Praya West. SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S

STORES Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUC TION OF THE PRICE OF THE "SHANGHAI COURIER OHINA GAZETTE,

IT WILL BE THE DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE

> ADVANTAGE TO ADVERTISERS is obvious.

KRUPP'S OAST STEEL WORKS Essex (Germany.) Sole Agent for China, F. PEIL.

HOMERONG, SHANGHAI, COLOGRE (Germany.)

AFONG: PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB, TTAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports. Also, A large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention. Hongkong, May 15, 1876.

COSMOPOLITAN DOCKS.

THE DOOKS being now completed, are capable of Docking any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates. Length of Dock,......455 Feet,

Breadth do., 92 ,, Depth of Water, Springs, 24 ,, do., Neaps,.. 21 ,, The following Rates will be charged until

further notice :-Recoppering, including Dockage, Shor-80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per ton Gross Register. For further particulars, apply to W. B. SPRATT & Co.,

9. Praya East. Hongkong, April 20, 1876.

SPANISH CONSULATE, HONGKONG.

MENDERS for the CONSTRUCTION I of TWO NEW BOILERS for the Spanish Man-of-War "Patino," will be RECEIVED at this Consulate until the 28rd May Instant, at Noon.

No proposition will be admitted if it exceed the price fixed by Government and do not agree with the Form, Conditions, further notice, the Daily Courier will and Plans, which will be exposed at the Office of the Consulate every working day from 11 a.m. to 8 p.m. A. FARAUDO,

Consul for Spain Hongkong, May 12, 1876.

Intimations.

WANTED. GOOD BOILERMAKER or FOURTS ENGINEER for the Str. MacGregor. GAUPP & Co. Apply, with testimonials, to the Chief Engineer on Board. Hongkong, May 16, 1876.

FURNITURE WAREHOUSE. A H KING & Co. beg to inform the Public that their "Furniture Show rated under guarantee. Rooms" are now in Zetland Street, No. 2, opening into Queen's Road, next to the COMPTOIR D'ESCOMPTE DE PARIS; where

> ENGLISH-MADE FURNITURE. necessary for completely Furnishing a Gentleman's Residence. CHINESE and JAPANESE FINEST EBONY CARVED

> > by those interested.

TABLES and CHAIRS of every kind may be had on reasonable Terms. Hongkong, May 11, 1876. nol2

they have all descriptions of ELEGANT

S. S. ORESTES. COPY of the above Steamer's Protest has been Received by the Undersigned and now lies at their Office for inspection

BUTTERFIELD & SWIRE. Hongkong, May 15, 1876.

NOTICE

P. & O. S. N. COMPANY.

TIME "HINDOSTAN," leaving here with the Mails of the 20th May, and subsequent Mail Steamers, until further notice, will proceed direct to Southampton. A. MoIVER.

Superintendent. Hongkong, May 8, 1876.

shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE. (Calling off Somerset, Cooktown, Clev LAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer _"BRISBANE,"_ Captain BALFOUR, will be despatched as above on SATURDAY, the 20th Instant, at Noon.

For Freight or Passage, apply to GIBB. LIVINGSTON & Co. Agents. Hongkong, May 12, 1876.

FOR SINGAPORE, PENANG AND CALCUTTA. The British Steamship "ARRATOON APOAR Captain McTavish, will leav this for the above Ports SATURDAY, the 20th Instant, at 3 p.m.

Despatches will close at 2.30 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co.

Hongkong, May 15, 1876.

FOR SINGAPORE, PENANG AND

CALCUTTA. The Steamship C. Cowett, Commander, will leave for the above Ports on

SATURDAY, the 20th Instant, at 3 p.m. Despatches will close at 2.80 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, May 18, 1876.

FOR YOKOHAMA & NAGASAKI The Steamship Captain LUNHAM, will be despatched as above on SATUR DAY, the 20th Instant, at & p.m. For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Agents 8, 8. Sumatra.

FOR SWATOW, AMOY & FOOCHOW (Taking Cargo at through rates for TAIWANFOO and TAMSUL) The Steamship

Honghong, May 18, 1876.

Captain Punchard, will be despatched for the above Ports on SUNDAY, the 21st Instant, at Cargo for Formota will be forwarded from Amdy per S. S. Hailouny.

For Freight or Passage; apply to DOUGLAS LAPRAIR & Co. Honghong, May 18, 1876.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL The Company's Steamship "ANTENOR" will be despatched on or about the 25th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, May 8, 1876.

FOR FOOCHOW. The British Steamship will have quick despatch as above. "MONTGOMERYSHIRE

For Freight or Passage, apply

H. KLÆR, Hongkong, May 17, 1876.

Sailing Vessels.

FOR SAN FRANCISCO. The A 1 British Ship "MARGARITE,

Hongkong, March 27, 1876.

for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co.

JAMES OWEN, Master, will load

FOR LONDON. The A 1 British Clipper Barque Capt. Bourton, will load here

immediate-dispatch. For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 11, 1876. FOR NEW YORK. The A 1 American Ship SMITH, Master, will load here and at Whampoa, and will

have quick despatch as above. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 27, 1876.

FOR SAN FRANCISCO. Horrses, Moster, will for the above Por The A 1 American Ship here for the above Port, and

will have quick despatch. For Freight, apply to RUSSELL & Co.

Hongkong, May 12, 1876. FOR SAN FRANCISCO. The A 1 American Ship " COMET:" BRAY, Master, will load here for the above Port, and wil

have quick despatch. For Freight, apply to RUBSELL & Co.

Hongkong, May 12, 1876.

FOR LONDON. The A 1 British Clipper Barque "BRITISH OROWN? W. ANDREWS, Master, having the greater part of her Cargo engaged, will have quick dispatch as above For Freight, apply to

MEYER & Co. Hongkong, May 11, 1876.

FOR LONDON. The A 1 British Ship " UHANNEL QUEEN, N. LEUFESTEY, Master, having the greater part of her Cargo engaged, will have quick despatch as above For Freight, apply to

MEYEH & Co. Hongkong, April 6, 1876.

FOR FOOCHOW (DIRECT.) The British Barque "WILLIAM MANSON" will be despatched for the sabove Port on or about the 22nd Instant.

For Freight or Pastage, apply to ADAMSON, BELL & Co., Agents. Hotigkong, May 17, 1876.

FOR MELBOURNE & SYDNEY. The A 1 British Barque "MARQUIS OF ARGYLE,"
Captain McKeon, will have ithmediate dispatch for the

above Porte. For Freight or Passage, apply to ROZARIO & Co. Hongkong, April 21, 1876.

Shipping.

Sailing Vessels.

FOR LONDON. The 3/3 L. 1 1 German Barque RASMUSSEN, Master, will load for the above Port, and will

For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, May 6, 1876.

Notices to Consignees. COMPAGNIE DES MESSAGERIES

MARITIMES. S. S. AMAZONE.

CONSIGNEES of Cargo per S. "Indus," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from To-Morrow, the 15th

Instant, at 12 o'clock. Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon-To-morrow, the 15th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATUR DAY, the 20th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected. G. DE CHAMPEAUX

Acting Agent. Hongkong, May 14, 1876. FROM LONDON AND SINGAPORE THE S. S. Sumatra having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed and stored at their risk, by the Undersigned

into their Godowns, whence and or from the

Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Yoko-

hama and the Coast Ports unless notice to the contrary is given before 2 p.m. To-day. Goods remaining undelivered after the 25th Instant will be subject to rent. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Agents S. S. Sumatra. Hongkong, May 18, 1876.

S. S. NAPLES. FROM KOBE AND NAGASAKI. INHE above Steamer having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature to the Undersigned and to take immediate delivery of their Goods. Cargo impeding the discharge will be

risk and expense, without further notice. JARDINE, MATHESON & Co., Agents S. S. Naples. Hongkong, May 18, 1876.

at once landed and stored at Consignees'

FROM CALCUTTA, PENANG AND SINGAPORE. THE above Steamer having arrived. Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

S. S. STATESMAN,

once landed and stored at Consignees' risk and expense, without further notice. JARDINE, MATHESON & Co. Agenta S. S. Statesman.

GERMAN BARK DEUTSCHLAND.

Cargo impeding the discharge will be at

FROM HAMBURG. CONSIGNEES of Cargo by the abovenamed Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the reasel will be landed and stored at Consignees' risk and expense.

Hongkong, May 18, 1876.

Hongkong, May 18, 1876. BRITISH SHIP BELTED WILL, FROM LONDON.

ARNHOLD, KARBERG & Co.

CONSIGNEES of Cargo by the abovenamed Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the vessel, will be landed and stored at Consigness' risk and expense.

VOGEL, HAGEDORN & Co., Agenta Hongkong, May 5, 1875.

CONSIGNEES of Cargo per German Bark IPHIGENIA, MATERN, Master from Hamburg, are requested to take immediate delivery of their Goods from Cargo impeding the discharge will be landed and stored at Consignees risk and

Consigness will have to sign an Average

Bond before countersignature of the Bills of Lading WM. PUSTAU & Co.

Hongkong, April 24, 1976,

For Sale.

NOTICE.

TUDOR COMPANY. and after this Date, the Retail Price of our NATURAL ICE will be ONE OENT per Pound. JOHN F. HORGAN,

Tuder Ice House. Hongkong, May 4, 1876.

To-day's Advertisements.

FOR SAIGON. The Departure of the Steamship "PARDO" Is Postponed until SATURDAY, the 20th Instant, at 4 p.m. For Freight or Passage, apply to

Hongkong, May 19, 1876.

FOR SHANGHAL

The Steamship Capt. GRAY, will leave this for the above Port on SATUR-DAY, the 20th Instant, at 5 p m. For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Hongkong, May 19, 1876.

FOR SWATOW AND AMOY. The Steamship " ESMERALDA, Captain THEBAUD, will be despatched as above on or about TUESDAY, the 29rd Instant. For Freight or Passage, apply to

A. MACG. HEATON. Hongkong, May 19, 1876.

FOR LONDON. The A 1 British Olipper Ship " COMMISSARY." Captain HUNTER, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 19, 1876.

FOR SAN FRANCISCO.

The A 1 American barque -WEALTHY PENDLETON! Capt. BLANGHARD, will load for the above Port, and will be despatched on or before the 10th June. For Freight, apply to VOGEL, HAGEDORN & Co. Hongiong, May 19, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.

MOTIOE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected. G. DE CHAMPEAUX,

Acting Agent: Ex Hoogly, March 10, 1876. R. M | No. 29, One case Merchandize, from Marseilles.

Ex S. S. Sindh, April 7, 1876. 105 (indiamond) 50 bags Ginger, from Galle. Ex S. S. Meikong, April 19, 1876. IB) \$30/41=4 cases Merchandize, from London.

Ex Ava, May 2, 1876. CFP 106 bags Gum, from Bombay. Ex Amazone, May 14, 1876. O A W \$320/21 = 2 cases Amber. Merchandize. Wine. $P \oplus 0$ Sundries.

Brandio & Co., Hongkong, May 19, 1876.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the VICTORIA RECREATION CLUB will be held in the GYMNASIUM on TUESDAY Next, the 23rd Instant, at Half-past Five o'clock p.m.

By Order, EDWARD BEART, Secretary. Hongkong, May 19, 1876.

Not Responsible for Debts.

Teither the Captain, the Agents, not

IV Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour :--

ALMA, German barque, Capt. Lehmeyer. -Melchers & Co. Lizzte, British barque, Captain John

Inokay. -Broadbear, Anthony & Co. TARTAR, German brig, Capt. Kaemens. -Melchers & Co.

Orago, British barque, Capt. Snadden. Metreu. - Wm. Pustau de Co.

MARGABITA, British ship, Capt, Owens. Vogel, Hagedorn & Co. HOPE, British barque, Captain Boulton. -Gibb, Livingaton & Co,

M. Bray.

WILLIAM MANSON, British barque, Capt. G. King,-Adamson, Bell & Co.

Lovisa, German 3-m. schooner, Captain H. Shierloh, -- Eduard Schellhass & Co. BELTED WILL; British ship, Captain J. Branthwaite.

Wodan, German barque, Capt. Meyer. Wm. Pustau & Co. Vindex, British barque, Captain John

Parkhouse, RUBICON, British barque, Capt. Tinngan, Marhold, Karberg & Co. Zonova, British barque, Captain Gebi

Starlett.—Gilman & Co. TAUNTON, British ship, Captain James

JOACHIM CHRISTIAN, German barque, Daptain H. C. Reimer. - Wm. Pustau & Co. Gowos. British steamer, Captain Corrigali.-Jardine, Matheson & Co.

To-day's Advertisements.

NOTICE.

TITH a view to the Immediate Reduc-VV duction of the Large and Valuable STOCK of JEWELLERY, WATCHES, and CLOCKS,

SILVER and ELECTRO-PLATED WARE, NAUTICAL INSTRUMENTS, MUSICAL BOXES, &c., &c., &c.,

OF THE LATE Mr. G. B. FALCONER,

the Administratrix to the Estate has resolved that it shall be placed at the disposal of Purchasers at Prices CONSIDERABLY UNDER THE ORIGINAL COST.

The Stock, which is well known to be the Largest and most Complete in the East, or out of London, has been all selected from London and other Manufacturers of the highest eminence for quality, exquisite finish, and artistle designs, so that probably no such opportunity can present itself again to buyers of selecting from a Stock so Magnificent with such inducements.

The Stock will be open for Inspection at the Greatly Reduced Prices on and after MONDAY, the 22nd Instant.

G. FALCONER & Co. Queen's Road, Hongkong, May 19, 1876.

SHIPPING.

ARRIVALS.

May 18, Penedo, British steamer, 652, J. Cain, Saigon May 14, Rice. - MELCHERS &

May 19, Tartar, from Whampos. May 19, Marie Heydorn II, from May 19, Yantio, U. S. gun-vessel, from

May 19, Norna, British steamer, 606, Walker, Swatow May 18, General. - Kwon DEPARTURES.

May 18, Madagascar, for Bangkok. 19, Killarney, for Saigon. 19, Vidal, for Bangkok. 19. Fano, for Nicolajefsk.

19, Ningpo, for Shanghai. 19, Fuyew, for Shanghai. 19. Brasmar Castle, for Focchow.

OLEARED, Duna, for Salgon. Jerfalcon, for Takao. Victor, for Tientsin.

PASSENGERS. ARRIVED. Per Penedo, from Saigon, 5 Chinese,-Per Norma, from Swatow, 100 Chinese. DEPARTED.

Per Ningpo, for Shanghai, Mr Geo. A.

Per Fuyew, 210 Chinese. TO DEPART. Per Hindostan, for Singapore, Capt. Harvey and Mr H. Crawford. For South-

ampton, Commodore Parish, Mr John Lock, Mr and Mrs Greig and infant, Capt. Barnard and servant, Mrs Hurst, Mrs Wignall and child, Messra J. Rawlinson, G. W. Muir, A. Miller, Pitman, R.N., Dr. L. Kestevin, Mrs Hodges, Mrs Beveridge T and child, Miss Innocent, Mrs and Miss Williamson, Mrs Dyer, Mrs Bourne, 4 children and native servant, 1 Sergeant R.A., 1 woman R.A., 1 Corporal and 3 Privates 28th Regt.

SHIPPING REPORTS.

The British steamer Penedo reports: Had light S.E. winds and fine weather throughout the passage.

CARGOES.

Per Hindostan, for London, 33,916 boxes and 50 half-chesta Tea, 130 bales Raw Silk. 5 boxes Silk Piece Goods, 30 bales Waste Silk, 10 bales Pongees, and 552 bales Wool. For Continent, 70 bales Raw Silk. Per British ship Shalimar, for San Fran-

cisco, sailed May 14 :- 26,037 bags Rice each 50 lbs., 250 bags Sugar each 1 picul, 310 bags Beans each 50 lbs., 261 boxes Samshoo, 390 boxes Soy, 1,415 boxes Oil, 95 boxes Tobacco, 158 boxes Flour, boxes Fungus, 66 boxes Vermicelli, 30 boxes Medicine, 25 boxes Lard, 221 bales Paper, 90 boxes Preserved Ginger, bundles Battans, 229 blocks Granite, 26 rolls Matting, 182 pkgs. Fire Crackers, 244 boxes Tea (Souchong) lbs. 4,880, and 2,964 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:-QUEENSLAND, For SINGAPORE. SYDNEY, TASMANIA AND MEL-BOURNE.-

Per BRISBANE, at noon, on Saturday, the 20th Inst. for BONOLULU.-

Per ALDEN BESSE, at 1.80 p.m. on Saturday, the 20th Inst. For SINGAPORE, PENANG & CAL-CUTTA

Per Indian Mail Packets PENGUIN and ARRATOON APCAR, at 2.80 p.m. on Saturday, the 20th Inst. Comer, American ship, Captain William For YOKOHAMA and NAGASAKI. Per SUMATRA, at 8:30 p.m., on Satur-

day, the 20th Inst. For SHANGHAL Per LOTUS, at 4.80 p.m. To-morrow, the 20ch Inst.

For HAIFONG. Per Schooner LUUISA, at B p.m. Tomorrow, he 20th Inst.

FOR BANGKOK .-Per FYEN, at 8 p.m. To-morrow, the For SAIGON .-Per PARDO, at 8 p.m. To-morrow, the

20th Inst. Per JAVA, at 4.80 on Monday, the 22nd Inst.

For SWATOW, AMOY & FOODHOW .--Per YESSU, at Ha.m., on Bunday, the

For BANGKOK -Por KJOBENHAVN, at 8 30 p.m., on Wednesday, the 24th Inst,

-POST OFFICE NOTIFICATIONS. MAILS BY THE ENGLISH PACKET.-The English Contract Packet HINDOS-

TAN, will be despatched with the Mails for Europe, do., on SATURDAY, the The following will be the hours of closing

the Mails, &c. :-Friday, May 19,-5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the Night Box, which remains open all night. Saturday, May 20,-7 A.M., Post Office opens for sale

of Stamps, Registry of Letters, and Posting of all correspondence. 10 A.M., Post Office closes except for Late Letters. Registry of I stters cesses. (10.15 A.M., Letters may be posted on payment of a LATE FRE of 18cents extra Postage until 11 A.M., when the Post Office CLOSES

11.30 A.M., Letters (but Letters only addressed to the United Kingdom Via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage. 11.50 A.M., Posting on Board ceases. ALFRED LISTER, Postmaster General.

General Post Office. Hongkong, May 8, 1876.

MAILS BY THE FRENCH PACKET .-The French Contract Packet AVA wil be despatched on SATURDAY the 27th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria. The following will be the hours of closing

the Mails, do :-Friday, 28th Instant .-5 P.M., Money Order Office closes. Post Office closes except the Night Box. which remains open all night.

at 7.45 p.m. Saturday, 27th Instant .-A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence. 10 A.M., Registry of Letters ceases,

11 A.M., Post Office closes except for Late (11.10 A.M., Letters (but Letters only) addressed to the United Kingdom Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until 11.80 A.M., when the Post Office CLOSES

ALFRED LISTER, Postmaster General General Post Office.

Hongkong, May 18, 1876. MAILS BY THE UNITED STATES PACKET. The United States Mail Packet OCHANIC will be despatched on THURSthe 1st June, with Mails

United States, which will be closed as follows:-2 P.M. Registry of Letters ceases. 2.30 P.M. Post-Office closes. 2.30 P.M. Correspondence may be posted on board the Packet with Late

for Japan, San Francisco, and the

Fee of 12 cents extra Postage 2.50 P.M. when the Mail is finally closed, Correspondence must be specially directed for this route, and if not fully prepaid -will be sent by British Packet.

Letters, &c. can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office. charge for Registry is 8 cents in Hong-

kong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italies. To al the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents.) The following are the charges on Correspondence thus sent :-Per half ounce.

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Van. couver's Island, Bahamas, Nasaus, New Providence,.... Aspinwall, Bermuda, Bogota, Carthagens, Costa Rica, Cuba, Curação, Fiji, Greenland, Jamaica, New Granada, Nicaragus, Panama,

West Indies, Hawaii, Newfoundland, Guatemala, Mexico, Salvador, Venezuela, Belize, Greytown, Guiana, Honduras, Martinique, Santa

Martha, Turk's Island, Bolivia, Ecuador, Chili, Peru. t Argentine Confederation, Buenos Ayres, Paraguay, Uru-

guay..... Newspapers (not over 4 cz.) 2 An art icles found enclosed in Newspapers Book Packets (as allk scarves, jewellery, &c.) will be detained.

Postmuter General. General Post Office. Hongkong, May 13, 1876.

General Memoranda. SURDAY, May 21:-10 a.m. - Yesso leaves for Swatow, Amoy and Foochow.

ALFRED LISTER,

Monday, May 221-- 9 p.m. - Meeting of Victoria Lodge. William Manson leaves for Fouchow (direct.)

TUESDAY, May 28:-Noon. Tenders received at the Spanish Consulate for the construction of

5.80 p.m. - Meeting of the Victoria Retreation Club at Gymnasium. Esmeralda leaves for Swatow and Amoy on or about this date. THURSDAY, May 25:-

Antenor leaves for London on or about Goods per sumatra undelivered after this date subject to rent.

FRIDAY, May 26:-Lane, Crawford & Cu. THURSDAY, June 1:-

Steamer Oceanic leaves for Yokohama and San Francisco. THURSDAY, June 16:--

hama and Ban Francisco.

MEMOS. FOR TO-MORROW. Shipping.

Noon. -Brisbane leaves for Singapore, Brisbane, Sydney and Melbourne. Goods per Amazone undelivered after Noon, subject to rent and landing charges.

3 p.m .- Penguin leaves for Singapore Penang and Calcutta. 3 p.m.-Arratoon Apcar leaves for Singa-

pore, Penang and Calcutta. 4 p.m. -Sumatra leaves for Yokohama and Nagasaki.

4 p.m. - Pardo leaves for Saigon. 5 p.m.-Lotus leaves for Shanghai.

TO ADVERTISERS. The attention of Advertisers is respectfully drawn to the fact that a copy of the China Mail has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase my20 to the Subscription List of the Mail amongst the shipping in port; and special arrangements have been made to i crease the usefulness of the Shipping List and to extend the circulation in the Bay, to Advertisers.

> Orders may be sent to GEO. MURRAY BAIN, China Mail Office.

The publication of this issue commenced

THE CHINA MAIL.

MONGRONG, FRIDAY, MAY 19, 1876.

THE Japan Gazette calls attention to the want of quarantine regulations at Yokohama. There is, says out contemporary, nothing to prevent a ship laden with plague stricken people duembarking the whole of her passengers, with their pestinfected effects on the hatobas. Colorado, from Hongkong, with some nine hundred Chinese passengers, arrived at the port on Monday, and as three of her passengers were landed and taken to the General Hospital, suffering from amall-pox, it is pretty certain that that disease was prevalent on board. There was, however, no health officer to go off and inspect her, and no regulation compelling her to declare any contagious disease that might be among her passengers. Fortunately for ourselves, and, also perhaps for Yokohama, we have quarantine regulations at this Port, but that does not make us less appreciate the grievance of the Gazette. The advisability of having such regulations is so obvious that it is a matter of surprise that Japan, which has been so ready to adopt not ere this brought into use the simple and not very expensive arrangements in vogue at all European ports for preventing the importation of infectious diseases into the countries. The providing of quarantine arrangements is a duty that a nation owes not only to itself, but other countries with which she has com mercial relations, and we have some cause to grumble that steps are not taken at the Japan ports to see that no infectious diseases exist on board the ships bound to Hongkong.

Colony who are contemplating a change of occupation to learn that the only qualification necessary, under our Colonial system of registration, for the Master a vessel employed in the China trade a knowledge of the English language, or, indeed, if he is a British subject it is not necessary for him even to speak langue Anglaise. The qualification is such a simple one that it is a matter some surprise we are not flooded with amateur mercantile "Captains," placed in the enjoyment of a large and interesting variety of shipping disasters along the coasts, Seriously, however, It is time something was done to amend our ordinances, in regard to shipping matters, upon one or two points, or to pass new ones. The main requirements fact more clearly of a China trading yessel, according to local legislation, seem to be proper auchors and chains, canvas sails, a bottom sheathed with copper, and an Englishspeaking Master, Of course, we all know that Britons have a wide-spread reputation as sailors, and that Britannia is supposed to rule the waves, but still it petent to take charge of a ship, fail to see why lives and dargoes a e not as valuable in the East as in the West, and if Masters of vessels are required to take certificates at Home, why should they not be required to do so here, especially in cases of vessels carrying passengers. In practice to doubt most of the Masters of the steamers running in these waters are certificated; the Insurance Companies make it to the shipowner's interest to get tertificated men, still, in the absence of legislation on the point, there is no safeguard against uncertificated men being occa-3 p.m .- Occidental & Oriental S. S. Co.'s twenty years ago when it was passed. There were then most likely only a few lorchas and vessels of that kind, to be registered here but now the case is differ. The Raghael left Sydney for Shanghai on give them any permanent rules as regards

standard of requirements for the vessels to be raised very considerably. Government authorities in the Colony, it should be observed, have been reported for some time past as contemplating a new Shipping Ordinance of a complete kind; and it is to be hoped they will soon give their ideas a practical form.

with respect to the granting of cortificates of competency to marine Engineers, whether for vessels trading only in these seas or going Home. We comment. ed a week or two ago on a statement in the Japan Gazette that much dissatisfaction existed among the Engineers at Yokohama through the granting of these certificates to incompetent persons by the Chief Engineer of one of Her Majesty's vessels-of-war, and it was pointed out by our contemporary that the obtaining of certificate of competency was mainly a question of ten or eleven dollars for fees. There are no complaints of this nature in Hongkong, but the regulations here for granting certificates of this kind are by no means satisfactory. We have no Board of Examiners for Engineers, but the power is vested in the hands of one or two officials to grant provisional certificates of competency to these persons. Now it is easy to perceive that a provisional certificate may be very well these advantages will be at once apparent made to do the duty of a permanent one, although comparatively little knowledge of engineering matters may be required to obtain it, and it is not nearly so good a guarantee of the competency of the holder as one bestowed, after the usual examinations, by a properly constituted Board. What is there, we ask, to prevent a man obtaining one of these provisional certificates and following his vocation in China, on the strength of it, for any number of years? It is a well-known fact that this can be, and, what is more, is done. We require here, as well as in Yokohama, a Board of Examiners for the granting of these certificates. Such an institution, as we pointed out when remarking upon the statements of our Yokohama contemporary, would entail very little if any expense upon the Government, there being always in this Harbour a sufficient number of wellqualified Officials to form one or two such Boards, and the fees charged to the applicants for certificates might be made to cover any expenses that were incurred. We trust that this matter, also, will not be overlooked in proposed Shipping Bill, for it is as important that we should have competent Engineers as it is we should have competent Masters, and in a Colony brought into existence and supported by its shipping trade, such questions as these are obviously of the greatest importance.

> THE SPIRIT OF THE MORNING PRESS.

The Press comments on a statement made in the last commercial circular of Messra Gordon Brothers of Hankow in reference to Western practices and institutions, has the Piece Goods Market, as follows:-" It is with regret that we feel ourselves compelled to discontinue after this date the portion of our Market Report, applying to manufactured goods and Imports generally. but foreigners here being now almost entirely out of this branch of trade, and there being no immediate prospect of their again re-entering it, our advices under the circumstances would be of no value." The Press also quotes an extract from a letter published in the N: C. D. News, stating that latest advices from China told of continued dulness in trade, that it seemed Ir may be good news for those in this that foreigners had not yet reached the hopelessness of competition on even terms with the Chinaman, and that it was quite useless to try to make money in any trade or business in California that the Chinese have a firm hold of. There is, says our contemporary, much truth in these observations, but the foreign residents in China are more alive to the fact of which the writer speaks than he is aware. They have long since discovered the truth for themselves. No doubt the Chinese owe a good deal of their auccess in competing with foreigners to their faculty of combination, and it is to be regretted that for eigners in China will not recognise this

THE HONGKONG NATIVE PRESS. The Chinese Mail says a new field will be opened to Chinese labour in Egypt. If the Chinamen are so much hated in California why don't they go to Peru, a country which is too much to expect that because a appears to be specially appointed by Heaven man speaks English, or has put himself to receive them. Egypt would, too, be a under British protection, that he is com- new field for them. It gives a translation of the despatches which passed between Sir Thomas Wade and the Tsung-Li Yamen in the Margary affair.

The Chung Ngoi San Po notices the publication of the despatches in the Margary business: It calls special attention to the absence of any demand for the privilege of access to the "Prohibited city."

The Universal Circulating Herald has no editorial in this issue,

LOCAL AND GENERAL.

Noon. -General Weekly Sale by Messte sionally employed, and probably they are THE Agents (Messre Adamson, Bell & Co.) in many instances. The existing legisla- inform us of the departure from Singapore tion might have been sufficient some for this port of the steamer Gordon Castle, on the 16th instant.

8 p.m.—American Mail leaves for Yokov Ent and we certainly went the standard April 18th; and the William Turner (for the engines)

of qualifications for the master and the Hongkong) and Silome (for Hiogo) appear among the projected departures on the 20th April. The Novelty arrived at Melbourne from Hongkong on April 17th; and the Carl, with 280 tons coal, left Newcastle (N.S.W.) for this port on the same day.

THE following charters are reported from Some new regulations are also required Shanghai :-

FREIGHTS .- Hochung, Chinese steamer 849 tons, Newchwang to Swatow, 10 lay days-\$0.29 per picul; Atalanta, German steamer, 788 tons, Newchwang to Swatow, 10 lay days-\$0,82 per picul; Hedvig, Swedish barque, 362 tons, Newchwang to Swatow, 20 lay days-\$0.27 per picul; Rifteman, British barque, 718 tons, Nagasaki and back, 20 lay days-\$1.90 per ton

WE are in receipt of a copy of the Jornal de Macao (which is now published in Canton. instead of at Macao). The reason given by its conductors for this transfer is: "Various are the reasons which induced the proprietors of this Journal to settle in this city (Canton) where a more flourishing commerce than that of Macao offers advantage and interest that is refused even to those given to active work and perseverance, and this is the chief reason why the publication was for some time suspended. One year's series of issues will be completed with this and the following number. The issue of this Journal will then cease, and its proprietors, if they think fit, will start another periodical. The copy in hand is, as usual, almost occupied with correspondence, amongst which we notice a long and well-written letter from its correspondent at Shanghai, signed "C. A., which deals severely with the question of the Chinese Custom House at Macao.

INQUEST.

The adjourned inquest on the body of Mr Harry Arthur Laurence, was resumed this afternoon (19th) at the Magistracy.

Captain P. H. Hennings, master of the

German steamer China, was examined !-I left Shanghai on the 13th in the afternoon. When we left the wharf, there was a passenger named Mr H. A. Laurence; he came up and talked to me. This was about 3 o'clock in the afternoon. I called him to breakfast the next morning, and he said he had no appetite. He walked about the ship the whole day. He went to his din. ner. I turned in at 9 p.m. that night and he was all right. The next morning about 6.30 a.m. I asked how he slept, and he said he had not slept at all. He came to breakfast and had only half a bottle of porten He came to the meals but did not take much. He had only a little porter. He ate very little that day and he did not sleep that night, wandering about. On the 15th he was worse. He nearly got overboard that night, and I kept him in. I had two men to watch him during the night of the 15th and 16th. About 7 a.m. that day he was in fits and I sent for the doctor. He lay in the same state until Dr Clouth came, Dr Adams having preceded him by

a quarter of an hour. Dr Clouth was recalled; He had examin ed the contents of the stomach and a portion of the intestines. He did not find

any sign of poison. The Jury returned a verdict that the

deceased died of serous apoplexy.

Police Intelligence. (Before the Hon. C. May.)

May 19, 1876.

UNLAWFUL POSSESSION. Ho Asze, a coolie, was fixed forty shillings, in default &c., one month's imprisonment with hard labour, for unlawful possession of two bags of rice; weighing about 140 catties. Defendant said he was hired by a man to carry these bags to Caine Road, but that the man had gone out of sight.

Henry Peters, a seaman of Brit, barque Hope, was brought up for being drunk on the 18th inst., and was fined 50 cents, or in default &c. one day's imprisonment. ALLEGED MANSLAUGHTER

Mr C. V. Lang and Mr Jesse Harrold, first and second Engineers of the steamer Kinshan, surrendered to their bail to answer the charge of causing the death of one Wong Achow, a passenger in the steamer on the 13th instant by the explosion of the super-heater, caused, it is alleged, by their culpable negligence.

Mr Brereton appeared for the defence. Captain G. U. Sands, Marine Superintendent of the Hongkong, Canton and Macao Steamboat Company, limited, was called :- I reside in Hongkong. I know the defendants. The first is the Chief Engineer of the steamer Kinshan. 2nd defendant is the second engineer. The 1st defendant has held that position ever since the formation of the Company, and ever since the Company purchased the steamer (Kinshan). The 2nd defendant has been 2nd engineer for about 18 months to 2 years in the same assumer. The defendants are entirely under my control in regard to their duties. I give them orders, and they make reports to me-directly to me. The governl orders are verbal; there are no written orders, that is to say, defining the duties of the engineers. There are general orders of the Company defining what are the duties of the engineers and officers. I have not a copy of it here, but can write to get one.-Captain Sands was then requested to write down to the office

for a copy, which was accordingly done. Mr May! Well, then. Now, did you

the boilers and their examination. I have tion of the engines and boilers? given them verbal instructions that whenever there is anything the matter with the en ines or boilers, they are to report to me

at once. Magistrate: Did you ever tell them with regard to their personal examination of the boilers and engines in order to ascertain their actual state?

A .: I don't think it necessary. Magistrate: Why-don't you think it

Decessary ? A.: Because they have been so long in. the Company's service.

Magistrate: What were the defendants' duties in regard to the boilers and engines? generally. The second engineer had particular attention of the boilers-he had to take particular care of them.

duties w re confined to the boilers, in that he had particular care of them?

chief engineer the engines.

comprehension of this matter. Is it the up in the Kinshan. I don't know if they A. : Yes.

. Magistrate : Is this the usual routine? A. Yes, it is the usual routine with all steamers where there are two engineers, labour.

division of labour was carried out in the on, the thinness of the plate at the fracture Kinshan? A. : Yes, Sir.

Mr May Can you tell me that any report had been made to you A. : No. not exactly a report. I frequently went on board and had conversations with each of them about the state of the engines and boilers. I have daily been

sither on board or at the wharf at the time of the steamer's departure. Magistrate : Now, can you tell me what reports they have made to you about the

builers ? A. : No special reports have been made to me, but I may qualify my answer by saying that Mr Lang only resumed duty on the afternoon of the 7th April.

Magistrate: During his absence, who was n charge A. | Mr Harrold, the second engineer. Magistrate: That is the 2nd defendant:

whom did you have as 2nd engineer? . A. | We had one or two. There was one named Nembert. Magistrate: Who was the first one

A. I I don't recollect. Magistrate: Who was the last one A. : Mr Nembert. Magistrate: Where is Mr Nembert just

now i He is the Chief Engineer of the Powan, running between Hongkong and Macao just now. Mr May ! He is not here just now.

A. No. the Powan had left yesterday morning for Macao. She will be in this afternoon. Copy of written instructions here put in.

Continued: I know that patches had been But on the boilers of the Kinshan in several places, especially in the super-heaters, also new staples. Magistrate: Would a patch have been

put on without a report to you? Magistrate: How was it managed if no

report was made to you? Men employed by the Company would go on board and do what was re-

quired by the engineers. Magistrate: By men employed by the Company, I suppose you mean specific men. of the Company, i.e., men employed by the

Novelty Iron Works A. : The Novelty Iron Works did use to do the work, but I refused to do any more, and the Company are now employing the Whampon Dock Company. After the men had examined the work, I would give an order for its execution. This of course hap-

pens in some cases only, Magistrate: Now, you saw the plate, taken off the super-heater of the Kinshan A. : No. I saw it after it was taken off. 1 saw there was a fracture in the plate.

Magistrate : Then you don't know directly how that a piece of it was broken? A.: Probably, a piece was cut off in order to straighten the plate, Inspector Grimes said he and a Jury-

man broke the plate now in Court. Witness: There was a patch immediatebelow the fracture-about six inches below. That patch has been since taken off in order to reach the rivets. I have no recollection when the patch was put on, but

I can tell you why it was put on. I don't even recollect that it was reported to me before it was put on! The reason why the patch was put on is because the steam had cut away the iron by the two laps of the plate. The action of the steam acted more particularly on the plate in Court. Magietrate | Before you had made an examination of the plate, had you any

knowledge of the plate ?

A. : No, not that particular plate. Magistrate: Now from your examination of it since, would you have allowed it to remain there A.: No, Sir, or I should have reduced the

pressure of steam. Magistrate: Have you got any general regulation with regard to pressure?

A, : Not to carry more than 25 lbs. to the square inch. direction ?

A. 1 To Mr Harrold, the second defendant, in the absence of the first defendant. Magistrate: Do you know why you fixed that pressure?

A. I Because it was not necessary to carry more.

Magistrate: Looking at the plate now, do you think it safe to carry a pressure of 25 lbs 7

A. : 1 don't think it was safe to carry 25

Magistrate: Now, whose duty was it to have discovered the plate in that state ? A. . The second engineer ought to have

discovered it. I mean he ought to have reported to the chief engineer, who would have made an examination himself, and would have reported to me if he thought a report was necessary.

Magistrate: Have you got a record of the work done for the steamers? No. Sir. The chief engineer kept an

account of the work done, and he signed the bills. Magistrate: When the first defendant

took charge again on the 7th April, do you

Answer: No, except with reference to know that he made any personal examina-A.: Yes; he made an examination on

the Sunday following. Magistrate: How do you know that? A.: From a general conversation. Magistrate: Did he tell you there was

anything the matter with them? A.: No. so far as I can recollect. He told me that he had made an examination so far as practicable for the time he had, and that he had no fault to find with them. Magistrate: Now, what do you mean by can be got together. "for the time he had"?

charge of the boilers in all other steamers? defendants knew the regulations personally. Probably the copy might have been given to the Captain. I wish to state that I should have considered it safe to have worked the engines with 15 lbs. steam Magistrate: This is a sort of division of for a few days until I could have put on man cages, yesterday. She has been sent to The Dock is to be completed and opened, a bolt patch, and then it would have been safe to carry 25 lbs. I should like to discover where the pirates have been any time in 1879. But there does not seem very slack. The settlements for Saigon A. : 1es, Dir.

Magistrate: Now, do you know this to say that when the last patch was put captured, or how many of them there are, to be any hurry at all in this being strictly were transacted early in the fortnight, and a 82 per picul. could not have been discovered. I am of opinion that deterioration set in very fast at this particular spot, and the plate

was very speedily worn away. The steamer's register was put in. By Mr Brereton :- I am an engineer by profession. The patch was put on because there was a leakage in the laps of two plates. I think it was not put on because there was any thinness or weakness of the plates, Leakages of this kind often occur in superheaters-there is more wasting away in the laps of super-heaters. The centre of the plates might be of the proper thickness while there was a weakness in the laps. The patch in question had been put on, should think, five or six months ago. It ordinarily happens that sound boilers require to be patched like in this instance. This is specially so in boilers such as those in the Kinshan. The bursting was caused

by the pressure of steam. Mr Brereton : You have heard Mr Robb's evidence in which he said that plates might have latent defects, while the fibres of other portions of the plate were strong. Do you

concur with him? A.: Yes, I do. I say so from my own experience. If the iron is loose or flaky, deterioration proceeds with greater rapidity. When a defect takes place in a plate or a portion of a plate, deterioration progresses much more speedily. Increase of pressure of steam would also help to increase rapidity in deterioration. I do not agree with Mr Robb on that point. Looking at the sound part of the plate and fractured part, I am of opinion that there was an inherent defect in the plate. There were two thirds of the plate of its original thickness, and one-third eaten away. The bursting of the plate arose from the pressure of steam. The 2nd engineer on board a steamer like the Kinshan is supposed to be as near! skilful as the chief engineer. In the present case, the second engineer was as skilful as the chief engineer, having performed the duties of the chief engineer. his absence for eight months. During Mr Lang's absence, it was not particularly the business of Mr Harrold to inspect the boilers, although I knew he did. It was the business of the then second engineer. had discharged one engineer because he did not inspect the boilers properly. There were two super-heaters to the Kinshan. The only time for inspecting the boilers was the few hours every Sunday during which the boilers were cooled down. This was because our steamers worked every day. It would be impossible with the limited time at disposal to apply the test Mr Robb spoke of. It would be impossible to do so on one Sunday. The tests could have been postponed from Sunday to Sunday-the examination could have been continued from Sunday to Sunday. In the merchant service the usual test is by sounding the boilers with a hammer; sometimes holes are bored. If hydraulic pressure be applied, it is done by Government Inspectors. The rules of the Royal Navy do not apply to the merchant service. T. boiler of which the plate formed a part had been in use for about thirty-six months. It was constructed at the Novelty Iron Works. The thickness varied from 4ths of an inch to half an inch. It was a soundly constructed boiler. Such a boiler, with

of the Company have, as a rule, lasted on an average that number of years. With neglect, a pair of boilers may be worn out in four years. With regard to the plate in Court, a great deal would depend upon the judgment of the engineer inspecting it as to its being sufficiently sound or not. man sounding it might consider it safe for a certain period, while another might say "I will put a patch on there next Sunday. The boilers were surveyed by Mr Green two or three months ago for purposes of insurance. He certified that they were fit and sound for insurance. It is the rule in the Kinshan, and in other steamers where

1865. The first defendant has been Chief vessel. Engineer in her all this time. I have always considered him a skilful and particularly careful engineer; I consider the 2nd defendant a very attentive and competent engineer, an excellent man in the preformance of his duties. I have never had occasion to find fault with him, nor with the 1st defendant.

The case was then adjourned till Monday next (22nd) at & p.m. for further evidence.

> China. MINGPO

Yesterday a cavalcade passed through the settlement. On enquiry I found it was the wife of the Tao-t'si, with her retinue just arrived from Chinkiang. The female attendants were all large footed, so I suppose they are Tartare.

from Penang via Amoy. Her cargo of rattans 187,700 square feet, which, under the cir-C. T. Wong & Co., a Singapore firm at this selfish or disproportionate allotment. port. It is quite an unusual occurrence to have such a large steamer with the whole of

her cargo consigned to this port.

in the Book Club.

At this season there are a great number till two or three years later. of snakes about, and scarcely a day passes, but some are seen in the river. Some residents captured two large ones, a few days ago on the city wall, and several others were seen during the same afternoon. -Shanghai Courier Correspondent.

May 4th, 1876. Yesterday afternoon a young man of the tender age of fifty made a hole in the water. It appears that he and his brother had a dispute about the division of some property, and as the two could not agree on the subject, one of them settled the matter by committing suicide and thus waiving all claim to the bone of contention. It is said that at first he deliberately walked into the river, about 2 p.m. yesterday; but while still within his depth he appears to have changed his mind, for at low water his foot-marks showed that he had walked towards the dry ground. However, went back again and was soon in deep water. and before anyone could come to his assistance he sank. One of his shoes was discovered in the mud. Up to this morning the body had not been recovered. The dead man's relatives and friends have been doing all they have been taught to do for the benefit of his spirit. At one spot on the river a large wooden washing basin was moored; in this was placed burning jossstick, in order to facilitate the spirit's departure to the other world. At another spot on the bank of the river some mock sycee was burnt. This was for the spirit's

use in its new abode. I mentioned in my last that a considerable amount of festivity and rejoicing was going on in the city. Last evening two women who were taking part in the above, had their clothing torn off them by a mob, and their earrings and crnaments wrenched forcibly from their persons; while they themselves were much hurt from being trodden on by the crowd.

ceived \$20 in advance to go cuttlefishing, preferred the dollars to the fishing, and endeavoured to leave for parts unknown without saying Good-bye to his friends. These however were not of the same opinion as himself, so when he attempted to take as cheap passage in one of the local steamers a violent demonstration on the part of his friends was the result, and from participating in which he would fain have been ex-They had discovered that he intended leventing, so watched for him and he was caught .- Shanghai Courier Cor-

Japan. (Gazette.)

Half a dozen foreigners engaged as many inrikisha, with twice the number of coolies, at Shiratzka, to convey them from that place to Yokohama, a distance of about 20 miles, promising to pay them a lump sum of \$17 for the journey. On arriving here the foreigners refused to fulfil their part of the compact, saying that the charge was too great. The poor coolies went to the Police Station to complain of the treatment to which they had been subjected, and an officer was sent to the foreigners to try to persuade them to pay. After a long discussion the fares occasional repairs and partial renewals, \$12, but refused to give any more. ought to last about ten years. The boilers If this be true, as there is little reason to our information being from highest authority, these same six foreigners ought to be ashamed of themselves.

On the arrival of the steamer Gaelio this morning (May 9th) at 3 o'clock she was boarded by Constables White and Hodges stowed at sea. of the British Consulate, and Sergt, Loxton and a Police Constable, acting upon a warrant issued by H. M.'s Court of Kanagawa to search for, and if found to apprehend, Assistant Paymaster Cannon. Majesty's Ship Vigilant, who, just previous to the Guelic's departure from Hongkong had deserted his ship. Captain Kidley at once ordered an officer to attend the police officers Mr May: To whom did you give that only two engineers are employed, for the im their search through the vessel. Provid- market value has not been disputed by the interior of with lanterns they instituted a minute Defendant. stood from the lat defendant that he was inquisition but without any good result; in charge at the time of the explosion. The engineer on duty watches the pressure of through the vessel's compartments, and steam. The hand of the 1st defendant was store-rooms, and having inspected every scalded by the explosion. I have not available space, they gave up their search known that there has not been any accident and returned to the shore, thoroughly satisof this kind on board the Kinshan since fied that the absoonder was not on board that

It is interesting to observe that the space allotted to Japan in the Philadelphia Exposition is exceeded by that of only five foreign countries. These are Great Britain and her dependencies, France and colonies, the German Empire, Austria and Hungary, and Sweden. Great Britain has more than double

In the afternoon the steamer Ocean, of made, but they are all of inferior nations.

1st May, 1876.

held a meeting in the Book Club on Saturday times in general in this place, the settlement to the corresponding date last year. During medium Tls. 22 h 25, good medium to fine evening. Play will commence at an early can no longer afford street-lights, conse- the fortnight some 700 chests have been Tis. 26 a 27 and finest and choice at Tis. date, that is, so soon as sufficient members quently the posts have been denuded of taken by the local importers, against 450 28 a 32 per picul. Scented Orange Pekoes an be got together.

There has been a slight disturbance at moon enough we have to grope about in year. This, with the expertations, leave a purchases are reported; of the settlements A.: Well, the steamer arrived on a Feng-wha, where the American Baptists dismal darkness. For some purposes no stock computed at 2,500 chests, against given below more than one half are said to. Saturday afternoon and the boilers had to have a Mission Station. The Rev. H. Jenkins doubt, such as burglary, assignations, and 1,850 chests same time last year. Of this be "new make" kinds. We quote "long be blown out, and the next day they would is in charge of it. It happened that during the like pastimes, pitch black nights are last quantity 550 chests were Benares, of leaf" at 'ls. 24 a 26 and "new make" be sufficiently cooled down for an examina- a thunderstorm a short time back, the convenient, but as a general rule lights are which kind the present stock consists of 400 Tls. 17% a 18%. the engines and boilers, and supervised them tion, and they had to be filled in again for Mission-house was struck by lightning. Im- preferable. In contrast to the European chests. work on Monday. This would only give a mediately the evilly disposed spread a report settlement the Chinese in Senchi still confew hours for examination from about that the god of thunder had killed the trive to beg, buy, borrow or steal, sufficient 10 a.m. till 4 p.m. These examinations foreign devil. So crowds collected round oil to still light up their quarter. But as Circular, for the Mail of Saturday, 20th free from mixture with old leaf and pos-Magistrate: How did you know his were carried on regularly every Sunday. the house demanding to see the dead no highway robberies have taken place, nor May, says :that 15 lbs. of steam could have been safely | Chinese could not be kept out, he opened the has been done. By the time somebody amount of business has been transacted Orange Pekoes on the other hand are of carried. The printed regulations have gates and admitted them. They went all gets murdered in the streets, and someone both in Home and Coasting Charters, and poor quality, being defective in both leaf engineer. On Sundays when the steamer been furnished to the officers of the over the building, and when their curiosity else finds he has his house entered, and lost Company's steamers. In former days they was satisfied, they made way for another some valuables, the desirability of arriving generally are unaltered. personally to examine the boilers, and the were posted up in frames. I suppose crowd. At the end of the third day, Mr. at some understanding on this point will these regulations had been seen by the Jenkins ventured forth to show the people come about. There is no doubt that were Magistrate: Now, I want to have a full defendants, because they used to be posted that he was still in the land of the living. the settlement apportioned off as is the A few stones were thrown at him, but he case nominally, in Shanghai, into different comprehension of this matter. In it the up in the area there now. I don't know that the was not hurt, and the excitement gradually nationalities, each would look after its own rates are unchanged. Freights from universal rule for second engineers to have are there now. I don't know that the

The Fei-po left here with a number of in Japan it is progressing very slowly.

place. The Russian Corvette Bayan carrying Admiralis flag is here, also the Vostock. The Godomak and the Vsadnick both left to load at Foochow for the Colonies, but stay there was much saluting for some days limited. between these vessels and the Japaness battery. I am afraid the roofs of the houses are none the better for it; and it is certain that the side walks in the settlement. bad at any time, becone more see-saw-ynotwithstanding portions of them are taken up and relaid once a month.

The weather has been very wild of late with occasional showers. At times the sun London, private. has come out strong, but, with the exception of a few solar and straw hats, no warm weather clothing has shown up yet. Canoists are coming out strong this season in new boats, and those amateurs who do not mind paddling in a second rate boat will have the pick of a good many.-Japan Gazette Correspondent.

IN H.B.M.'s PROVINCIAL COURT, YOKOHAMA. Before Russell Robertson, Esq., Consul.

-7 Monday, May 8th, 1876. MITCHELL (Trading as Curnow & Co.) vs. G. REYNOLDS, Master of the steamship

Flintshire. Judgment in this case was rendered today as follows:---By the Bill-of-Lading the Master acknow-

ledges to have received four casks of wine in good order and condition and agrees to deliver them in like good order and condition subject to the usual exceptions. It has been proved and indeed it is not disputed that only two of the casks have been

landed in good order, that one of the remaining two was landed empty and the other landed in staves. Unless therefore the Master shew that the A few days ago, a Chinese who had re- loss is included in one of the exceptions of the Bill-of-Lading, he is liable to pay to the

Plaintiffs the value of the goods: The only exception relied upon for the defence is that the loss was occasioned by the Act of God, and a protest made by the Master, mate and carpenter of the vessel has been handed in to shew that after the vessel left Singapore she encountered heavy weather, and, on the 26th March was struck by a tremendous sea which caused her to lurch over and which shifted the cargo in the main hold. The engines were stopped in order to get cargo right again. The statements in this protest can only be taken as admissions against the Master, but even admitting the statements as to their occurrence to be evi-

dence there appears to be nothing in the fact stated to release the Master from his His vessel is struck by what is called in the protest "a tremendous sea" and the

cargo shifts. Now it is to be observed that this sea which causes the cargo to shift does not seem to have done any other damage whatever. It appears, moreover, to have been the first rough weather that the vessel en-

countered after leaving Singapore. The inference which I draw from these facts, in the absence of any evidence as to the proper stowage, for the general declaration in the protest that she was properly stowed is not evidence, is that the vessel

was not properly stowed at Singapore. The evidence of Mr. Scott that the vessel was properly stowed when she arrived here does not affect this, as it is admitted on the part of the Master that the vessel was re-

It appears then, that the Master has not made out his defence that the damage was caused by the Act of God, and judgment must be given for Plaintiff. The amount of the damages is what the goods were worth to the Plaintiff on the day the goods ought

to have been delivered. The Plaintiff's evidence is that the market value of the wine is \$240, and that this

Judgment will therefore be for the Plains tiff for \$240, and costs, which I assess at ten dollars,-Japan Gazette.

COMMERCIAL.

Hongkong, May 19. The languid state of the market for Bengal Opium, last noticed, has been succeeded by a fairly active enquiry during the closing fortnight. The lateness in the MESSES. DEACON & Co.'s Canton Market arrival of the direct steamers gave a firmer Report, dated Canton, 18th May, says :-tone to the market for the time | but subthe amount given to any other nation-near- drug, however, gave way, and, with the about 400 bozes Scented Caper, went forly 100,000 square feet altogether. France willingness evinced by the holders to realise, ward in the Agamemnon, but he general comes next, with 43,000. Germany follows it gradually declined. As the current rate business was done in these ter t until a few with 27,700, and Austria with 24,000; of exchange favors remitters, and the days after the departure of last English Sweden has 17,700, and Japan has 16,000. Indian packets being under despatch, the mail. The export of Scented Teas to date, Nilleteen countries are contented with less drug has been more freely offered at the as given in our annexed tabular statement. space. Peru takes the smallest, 1,400 square close, causing the rate to drop to the compares favorably with that of last season feet. Next is the Sandwich Islands, with present point of \$592}. The rate for Old but considerable shipments will most pro-1,500. Russia and Spain have each about Patna has ruled with but little variation; bably be made by the present mail 11,000. China has 7,500. Little Belgium and as the drug is still preferred at the steamer. and Holland come well forward with 15,000 Coast Ports holders of it are firm at the each. A few dispositions have yet to be present quotation of \$600.

and mangrove bark is consigned to Messrs. cumstances, certainly cannot be considered a the receipt of a moderate supply of New appears to be falling off, but rates are fully by the steamers of the month, have tended, maintained. so far, to keep the rates for both at the present point of \$5821.

The receipts for the month, thus far,

MESSRS HEINEMANN & Co.'s Freight

have been principally for Sugar, and more nnage is still required, but as a fair number of ships are available and about due, On Friday evening, the Rev. J. Bates, of The stone flooring of the new Govern- some enquiry for suitable vessels to load the Missionary Society, will deliver a lecture ment Dock undertaking here is now being there. The charters for San Francisco are obtaining any better value. laid. Like most other engineering works | understood to have been on very low terms, about \$3 gold per ton.

Coastwise, a moderate business has been bring some pirates to Ningpo. I am unable it is said, in about three years more—or say done at low rates, but demand at present is picul. off, rates being nominally 17 to 18 cents. H. M. S. Sylvia is away at the Goto Small sailing vessels are wanted for Bang-Islands, surveying, and the Swinger is doing | kok, but steamers are not in request. For "tender" duty between Nagasaki and that the Northern ports it is difficult to get offers except at very low rates.

here on the 29th (morning). During their freights are low and demand at present The British bark William Manson, 866

tons, proceeds to Foochow to load for the Colonies under charter effected there. The disengaged tonnage in port amounts 1875-76. to 31 vessels, registering 17,728 tons.

The following are the settlements:-British barque British Crown, 448 tons, hence to London, private. British barque Hope, 454 tons, hence to

British barque Ottercaps, 582 tons, hence to London, private German barque J. H. Jessen, 275 tons. hence to London, £2 5s. per ton, 25 lay days. British barque Hastings, 541 tons, Iloilo to Channel for orders to discharge in Port in the United Kingdom, £3 21, 6d.

per ton, 30 lay days, British ship Belted Will, 812 tons, Manila to New York, private. American ship Comet, 1157 tons, to San Francisco, private.

American ship Annie Fish, 1496 tons, to San Francisco, private, German barque Iphigenia, 464 tons, to Callao, private.

British sch. Loobiel, 216 tons, Foochow to Sydney, Melbourne, or Adelaide, German sch. Brigetta, 250 tons, Foschow to Sydney, Melbourne, or Adelaide, private. German barque Cap Horn, 401 tons,

Whampos to Tientsin (Timber), \$3,675 in full, 30 lay days. Bultish barque Lizzie, 285 tons, Whampoa to Tientsin, \$2,000 in full, 24 lay days, German brig Tartar, 256 tons. Whampon to Tientsin and back to Hongkong via Newchwang, 54 cents per picul, 32 lay days. Dan, barque Feiga, 816 tons, to Nicols jefsk (Amoor River), \$2,800 in full, 30 lay

Dan. barque Fano, 337 tons, to Nicola? jefsk (Amoor River), \$2,800, in full, 30 lay

Dan. brig Jylland, 367 tons, Newchwang. to Hongkong, 25 cents per picul, 20 lay

British barque Scotia, 321 tons, Newchwang to Hongkong, 25 cents per picul, 18 lay days. British barque Corinne, 395 tons, Keslung to Hongkong, \$2 per ton of 20 cwt.,

2t lay days. British barque Miss Kilmansegg, 229 tons, Keelung to Hongkong, \$2 per ton of 20 cwt., 10 lay days.

British sch. Catharine Marden, 287 tons, Sual to Hongkong, (Sugar) 15 cents per picul, (Sapanwood) 25 cente per picul, 25 lay days.

Nor. barque Kvik, 400 tons, Bangkok to Hongkong, (inside the Bar) 29 cents per picu', (outside the Bar) 24 cents per picul,

German barque Madagescar, 289 tons, Bangkok to Hongkong, (inside the Bar) 31 cents per picul, (outside the Bar) 26 cents per picul, 20 lay days.

French barque Vidal, 409 tons, Bangkok o Hongkong, (inside the Bar) 30 cents per picul, (outside the Bar) 25 cents per picul, 25 lay days, German barque Gustav Adolph, 272 tons, Bangkok to Hongkong, (inside the Bar) 30 cents per picul, (outside the Be:) 25 cents

per picul, 20 lay days. German barque Brema, 380 tons, Saigon to Hongkong, 17 cents per picul, 18 lay

British steamer City of Freter, 787 tons. Saigon to Hongkong, 20 cents per picul, 7 lay days. German ateamer Altona, 1179 tona, Saigon to Hongkong, 20 cents per pictal, 12

lay days. British steamer Cyphrenes, 1280 tons, Saigon to Hongkong, 10 cents per picul, 18. British steamer Candia, 1342 tons, Saigon

to Hongkong, 20 cents per picul, 12 lay German steamer Cassandra, 1087 tons, Saigon to Hongkong, 20 cents per picul, 9 lay days.

British steamer Penguin, 1121 tons, Monthly Charter, 6 months (with option of 6 months), private.

As anticipated in our last circular we are sequently, with the receipt of a very full now able to report the opening of the supply of New Patna, the rate for the market for Scented Tens. A few parcels.

Congous .- Settlements for the past fortnight have been amaller, but there is no

The rate for both kinds of Benares has change to quote in prices. At Macao the Ocean-Fusing collision case celebrity, arrived The space reserved for the United States is but slightly fluctuated. The call from demand still continues and large stansacthe Coast Ports being more for Old, and tions are reported; the quality of the teas

Scented Teas. - Since the opening of the market for these sorts a good enquiry has existed for Capers, and a fair amount of The members of the Ningpo Cricket Club As a sign of the depression of trade and aggregate 2,716 chests, against 3,221 chests business has resulted; we quote fair to

> The crop, as far as regards Capers, may be said to be of very fair quality; the teas. though slightly wanting in strength, being Since last Report was issued a fair at the commencement of the season. there is still a moderate demand, but rates and liquor. The prices of the past fortnight, on comparison with the opening quotations Homewards, the settlements for London of last season, are Tls. 1 a 14 higher for fair and medium grades of Capers, but for fine and finest kinds rates are much as those ruling last year. Pekoes have been bought at cheaper rates, but when the merit of the tens of the different seasons is taken into consideration, buyers do not appear to be The following is a summary of the fort-

night's business :-Congou, 7,400 boxes at Tle, 17 a 26 per

SCENTED CAPER, 26,000 boxes at Th. 22 SCENTED ORANGE PEROE, 2,500 DOXES AT

Tls. 174 a 26 per picul. Export of the various descriptions of Teas shipped from Canton Waters, (Hongkong, Canton and Macao) to Great Britain to date :- May 8, S.S. Agamemnon, Congou The market has opened for small vessels | 505,177 lbs., S. Caper 8,879 lbs., S. O. Pekoe 1,344 lbs., Total 514,900 lbs.; 18, 8.8. Meikong, Congou 103,884 lbs., 8 Caper 95,129 lbs , S. O. Pekoa 20,251 lbs. Total 219,264 lbs. Making, with previous shipments, a total for the season of 1,198,403; against 2,461,812 for section

Silk.—As yet no bales of Teatles real have arrived from the country, and the few hank samples that have been shown do not convey a distinct impression regarding the merits of the crop, the natives essert however

that the quality is fair. There is no disposition apparent to commence purchasing, and absurd prices are asked by Chinamen; they say that No. 4 Teatlee cannot be bought in the producing districts under \$350 per pigul, say 12/ per lb., while late telegraphic advices from London quote the value of same clauffertion 10/6d. per 1b.

The second yield will follow shouly on the first, and should there be no undue haste to operate we ought ere long to have a fairly large stock to select from:

About 20 picula of Long-reeled staple of different sorts are said to have been bought by Parsees for India, on a basis of \$890 per picul for Kowkong No. 8.

Underneath are figures of comparative Exports for past Seasons :-

EXPORT FOR SEASON, TO DATE. 1875.76. 1874.75. For Europe,.......12,910 bls. 8,843 bales.

United States. &c., Re-reels, 5,900 bxs. 5,997 boxes. Bombay,.....5,040 pls. 4,681 piculs. Cocoons,..... 974 bls. 1,491 bales. IMPORTS.

LEAD. - A further decline has taken place owing to considerable airivals in Hongkong and a fall in prices on that market. Present quotations are L B \$8.30 a \$8.35 and Hole chop and W B \$8.40 a \$8.45 per picul. Hole chop has been in most favor and the greater portion of the fortnight's transactions has been in this brand QUICKSILVER. —A slight advance has been

established, and quotations are \$86 a \$87 SHIPPING. The rate of freight to London per steamer

is £3.5/ per ton of 40 cubic feet. LOADING AND ON THE BERTH. -- At Whampon For New York, Charter Oak. DEPARTURES. - From Whampoa, None.

Quotations. HOMEKONE, May 19, 1876. OPIUM -- New Patna, cash... 5981 credit, 596 Old Patna, cash 610 credit, 612 New Benares, cash, 580 -credit, 582 Old Benares, cash, 582 credit, 585 New Malwa, cash, 580 oredit, 585 Allowance Taels, 24 a 40 Old Malwa, cash, 585 credit, 590

Allowance Taels, 20 a 82

Exchange. Bank, 6 months' sight, 3/104 Credit, 6 months' sight, ... 8/11 On Calcutta, Bank demand, ... 14 225 Bombay, demand, Shanghai, demand, ... · 716 Shanghai, 0 days' sight, ... 721 Bar Silver, 17, dwts. B., Mexicans. ... Gold Leaf, ... English Sovereigns, Australian Sovereigns, ... Discounts et es es

Hongkong Bank, par. H.K. Fire Ins. Co., \$525 China Fire ins. Co., \$155 11.K. & W. Dock Co., 85 2 die. China Traders' Ins. Co., \$1660 Union Ins. Society of Canton, \$650 Chinese Insurance Co., \$212 North China Ins. Co., Tin. 850 O. & J. Marine Ins. Co., Tis. 34 of return. Yanguse Ins. Association, Tls. 650 A. R. O. & M. S. boat Co., 10 dis. Shanshai Steam N. Co., Tis. 70 Hongkong Hotel Co., \$45 dis. Ohinese Imperial Loan, £103.

Temperature. Bonakowa, May 19, 1878. (Paken at Mesers, Balconer & Co.'s Premises;

Queen's Road.) "HERMONETER-9 A.M., dr. x., Maximum, Minim. over night, . BABOUSTRE - BAR, 30 040

Chilles, Dried,

200 -

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Mails. Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

CENTRAL

ATLANTIC STEAMERS.

FIRE S. S. "OCEANIC," will be deapatched for San Francisco, vl. Yokohama, on THURSDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghal.

Freight will be received on Board unti p.m. of Slat Instant. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same la regulred.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent, on regular rates. For further information, as to Freight or Passage, apply to the Agency of the Company, Praya West,

G. B. EMORY, Agent. Hongkong, May 1, 1876.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOROHAMA, AND SAN FRANCISCO.

HE U. S. Mail Steamer "CHINA will be despatched for San Franciaco, via Yokohama, on THURSDAY, the 15th June, 1876, at 3 P.M., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and Bouth America, and to New York and EUFODS VIA OVERLAND RAILWAYS.

A Steamer of the Mitau Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama. At New York, Passengers have selection

of various lines of Steamers to England, France and Germany. Freight will be received on board until

6 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Agent. Hongkong, May 15, 1876.

For Sale.

FOR SALE. TANISH BEER from the Tubords FABRIKKER.

LANE, CRAWFORD & Co. Hongkong, May 15, 1576.

FOR SALE.

200 Casks CLARET from Bordeaux.
Apply to

LANDSTEIN & Co. Hongkong, March 10, 1876.

NOTICE THE Undersigned, having been for 18 'years in this port as Ships' Compradore and Stevedore, has always on hand

FOR SALE. First Class Tea Ballast, at-55 cents per ton. Second ,, Blue Stone Ballast,, 35 Stone Ballast, ,, 80 Coolies for discharging Rice,.... Coolies for discharg-

ing General Cargo, 1"

Fresh PROVISIONS, Oilman's STORES, Paints, Oil, &c., &c. can be had at more moderate rates for Shipmasters than any where else at this port. If any Shipmasters require my services, they will please hoist No. 5 Flag on the main most, apply to No. 57, Praya West (between the Canton Steamers' Wharves.)

AH YON, Ships' Compradore and Sievedore. Hongkong, May 2, 1876.

TAKASIMA COLLIERY,

JARDINE, MATHEBON & Co., Agents.

MOR SALE, Large Takasima Coal, at \$8 per ton, ex Godown. Small Takasima Coal, \$6 per ton, ex Godown.

T. G. GLOVER, No. 7, Queen's Houll, and at East Point.

Hongkong, May 16, 1876.

TO DE MONTEBELLO CARTE BLANCHE CHAMPAGNE Quarte, \$16 per case (1 dozen.) 5 per cent, discount on 25 cares,

Bourbon WHISKEY. \$12 per case (1 dozen.) FOR SALE BY HEARD & Co.

Hongkong, June 22, 1876.

Insurances.

QUEEN FIRE INSURANCE - COMPANY,

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Prenia. NORTON & Co.,

Agents. Hongkong, January 1, 1874.

YANG-TEZE INSURANCE ASSOCIA-TION OF SHANGHAL

CAPITAL AND SUBPLUS, 800,000 TABLE

MOLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15 % to Shareholders on Capital, and thereafter distribated among Policy holders, annually, in cash, ALL the Profits of the Underwriting Businesspro rata to amount of premium contributed.

RUSSELL & Co., Agents. Hongkong, July 9, 1872.

LANCASHIRE INSURANCE

COMPANY, (FIRE AND LIFE.)

CAPITAL -TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POMORES against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co. Agents Hongkong & Canton, Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED, HEAD OFFICE-HONGKONG, LE

GENOIES at all the Treaty Ports of Ohina and Japan, and at Singapore, Salgon and Penang.

Risks sceepted, and Polisies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POMOY PRICE. JAS. B. COUGHTRIE. Secretary. Hongrong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company Hongkong, Canton, Foschow, Shanghal and Hankow, and are prepared to grant Insurances at current rates,

HOLLIDAY, WISE & Co. Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER His Majesty King George The Birst.

A. D. 1720. TITHE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:-

Marine Department. Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia,

Fire Department. Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department. Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872,

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE,

TOLIOIES granted at current rates of Blarine Risks to all parts of the World. In accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., Hongkong, April 17, 1873.

YANGTSZE INSURANCE ASSOCIA-TION OF SHANGHAL

A FTER this date, the above Association A will allow a Brokerage of Thirty. three and One Third per cent. (331%) on

RUSSELL & Co., Hongroug, June 8, 18/4.

Local Rinks only.

MANCHESTER FIRE ASSURANCE

COMPANY. THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies. to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current fates.

A Discotint of 20% allowed. HOLLIDAY, WISE & Co. Houstong, Jappaty 8, 1972,

Insurances.

THE SOUTH AUSTRALIAN INSUR-ANCE, COMPANY, ADELAIDE.

THE Undersigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta Bombay, Mauritius, China and Japan a current rates.

ADAMSON, BELL & Co. Hongkong, September 6, 1875.

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Undersigned having been appointed Agent, in Hongkong, for the abovenamed Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %. Attention is invited to a considerable

reduction in Fremia for Life Insurance in Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MAGG. HEATON. Hongkong, September 27, 1875. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

> ESTABLISHED 1809. CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkons for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Morchandise, in the same, at the untal Rates, subject to a discount of 20 par cent.

GILMAN & Co., Agents

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